

**First Newsletter Summer 2000:  
Final Summary of Quantitative Survey Responses**

**Question #2: Do you regularly walk from one place to another within downtown, or from a place outside of downtown to downtown?**

2. Downtown pedestrian	Total	Total
Yes	304	76.2%
No	95	23.8%
Grand Total	399	100.0%

**Question #5: Do you regularly bike within or to and from the downtown peninsula?**

5. Downtown cyclist	Total	Total
Yes	156	39.1%
No	243	60.9%
Grand Total	399	100.0%

**Question #9: Do you regularly use public transit for trips in the downtown peninsula or to and from the downtown peninsula?**

9. Downtown transit rider	Total	Total
Yes	271	67.9%
No	128	32.1%
Grand Total	399	100.0%

**Question #15: Do you regularly drive to work in downtown or from downtown to elsewhere?**

15. Downtown motorist	Total	Total
Yes	94	23.6%
No	299	74.9%
None given	6	1.5%
Grand Total	399	100.0%

**Question #7: Regarding future downtown bike routes, what would you recommend? Bike lanes or shared wide curb lanes?**

7. Bike lane preference	5. Downtown cyclist			5. Downtown cyclist		
	Yes	No	Grand Total	Yes	No	Grand Total
Bike lane	126	139	265	29.2%	36.5%	65.7%
Shared Wide curb lane	28	56	84	7.5%	13.7%	21.2%
None given	2	48	47	0.5%	12.6%	13.1%
Grand Total	156	243	361	37.3%	62.7%	100.0%

**Interpretation note:** The responses for this question have been divided into those from people who are downtown cyclists and those who are not. Thus bike lanes are supported by 126 cyclists and 139 non-cyclists, or 265 respondents altogether (65.7% of total respondents ) Shared wide curb lanes are supported by 28 cyclists and 56 non-cyclists, or 84 respondents altogether (21.2% of total respondents.)

**Question #12 and #13. Where do you live and where do you work?**

12. Residence (row)	13. Work place (column)						
	Downtown peninsula	Elsewhere in City of Vancouver	Elsewhere in GVRD	Home	Not applicable	Other	Grand Total
Downtown peninsula	69	27	8	8	3	14	118
Elsewhere in City of Vancouver	104	62	9	13	3	26	201
Other	20	3	0	0	0	2	25
Elsewhere in GVRD	22	1	4	1	0	0	24
Grand Total	215	93	21	22	6	42	368

**Question #14: If your workplace is other than home, how do you usually get from home to work?**

14. Usual commute mode	Total	Total
Bike	72	18.0%
Car driver	89	22.3%
Car passenger	16	4.0%
Not applicable	15	3.8%
Transit	119	29.8%
Walk	88	22.1%
Grand Total	368	100.0%

**Question #17: How do you feel about the following alternatives to private auto travel (rate 1-5)**

Opinions of Alternatives (1 don't like, 5 like)	1	2	3	4	5	No response	Average	Median
17a. Car/van pooling	88	59	98	48	73	33	2.89	3.00
17b. Car co-ops	87	55	82	55	80	40	2.96	3.00
17c. Biking	51	24	46	53	164	60	3.75	4.00
17d. Transit	23	20	25	54	253	24	4.32	5.00

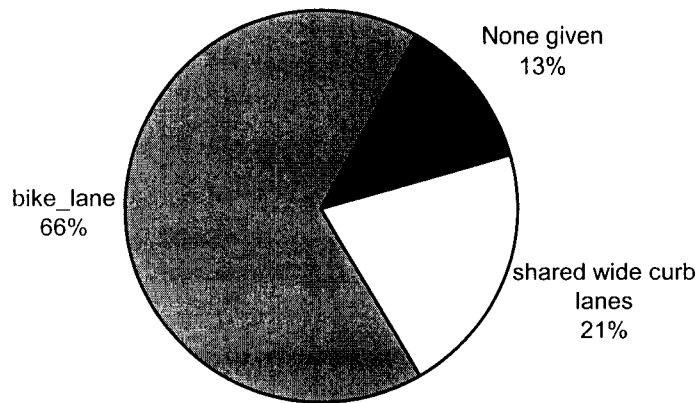
**Question #18: What would encourage you to leave your car at home?**

What would it take to get you to leave your car at home?	Percent of respondents	
18a. Convenient alternatives	80	20%
18b. Improved transit service	114	29%
18c. Higher gas and parking costs	30	8%
18d. Nothing	40	10%
Total	264	

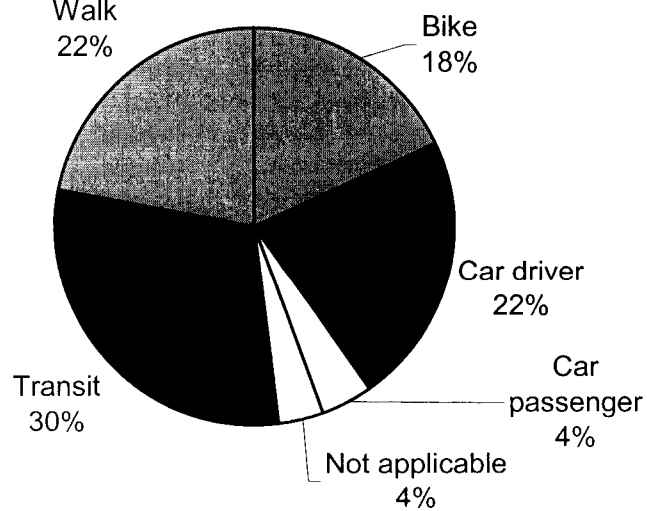
*(Total may be more or less than number of responses as more than one option (or none) can be selected)*

Charts

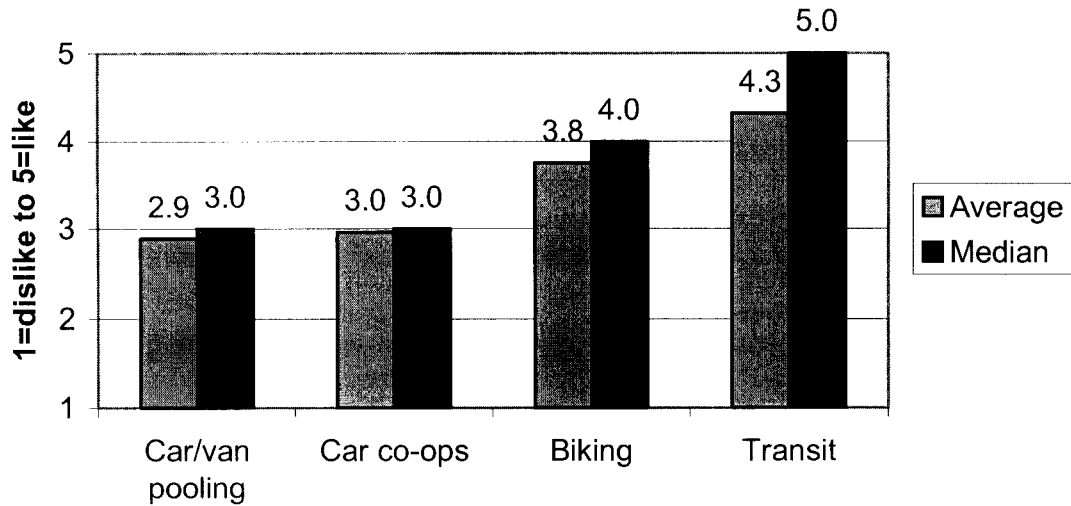
**Q. #7: Bike facility preferences (368 responses)**



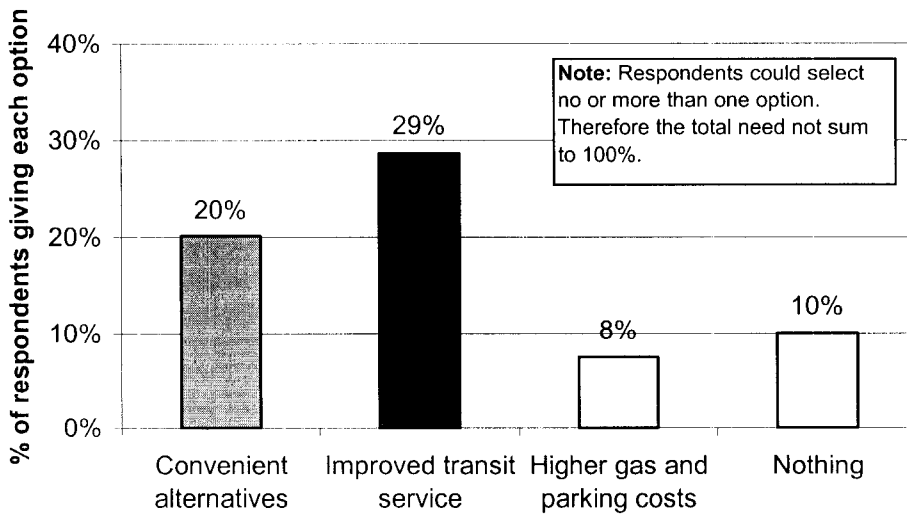
**Q #14: Regular commuting modes of survey respondents (368 respondents)**



**Q #17: Attractiveness of Alternatives to Private Auto Travel**



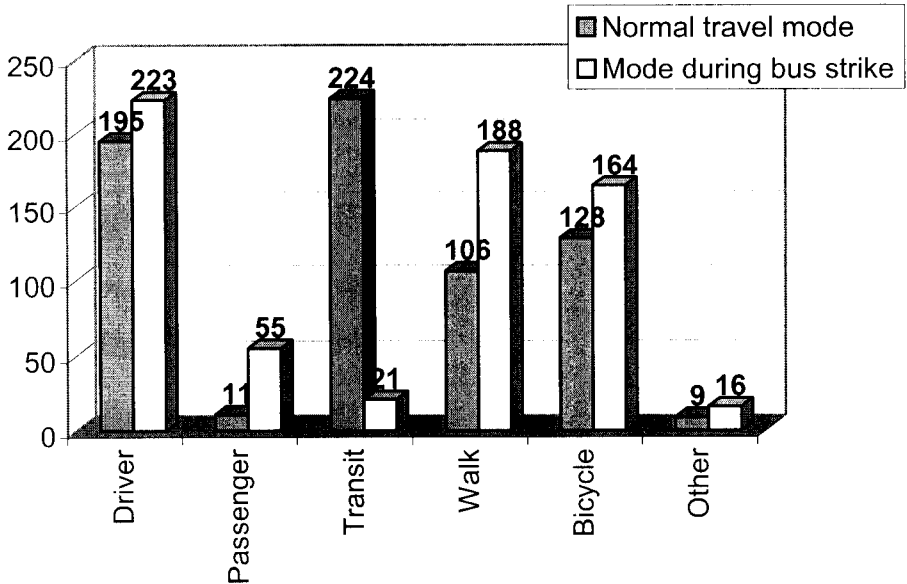
**Q #18: What would encourage you to leave your car at home?**



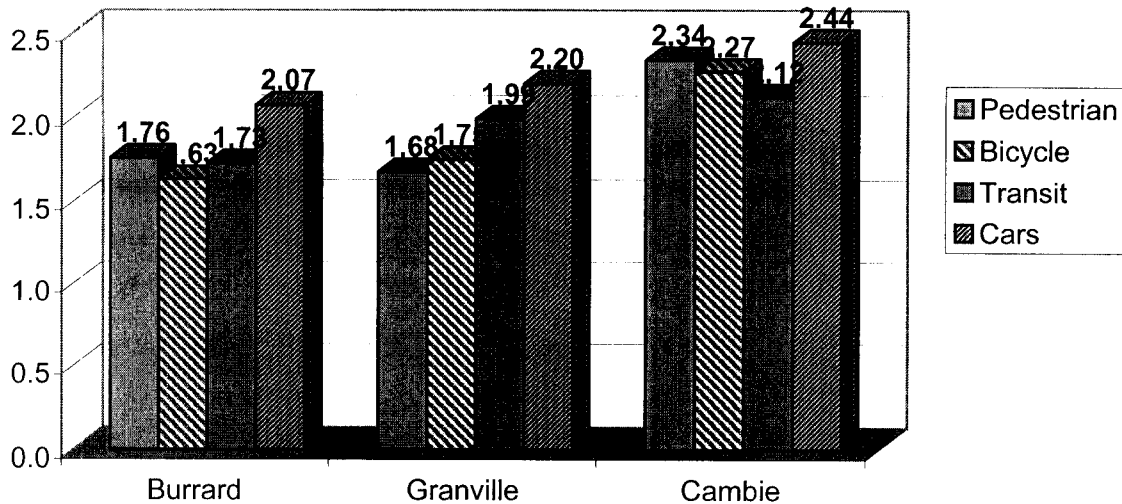
**Second Newsletter Questionnaire—Spring/Summer 2001:  
Final Summary of Quantitative Responses to October 2001**

**Cautionary note:** The results presented below are from a voluntary survey and thus may not be representative of the views of the population as a whole. We have attempted to remove duplicate responses by searching for repeated names and e-mail addresses, as well as matching question response patterns. Nevertheless, the information presented here should not be considered as reliable as a professional random sample survey.

**1. Normal travel modes and 2. Bus/SeaBus Strike travel modes of survey respondents**



**3. Priority for improvements to False Creek Bridges by mode of travel (a lower score indicates higher priority.)**

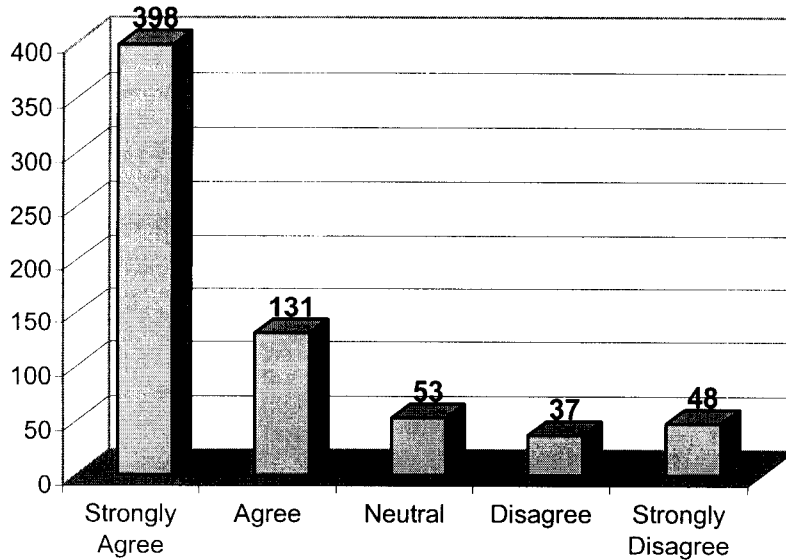


**Note:** Many respondents treated Question 3 as a scoring exercise rather than the intended ranking procedure. Thus the results above are reported as the average score for each bridge/mode combination.

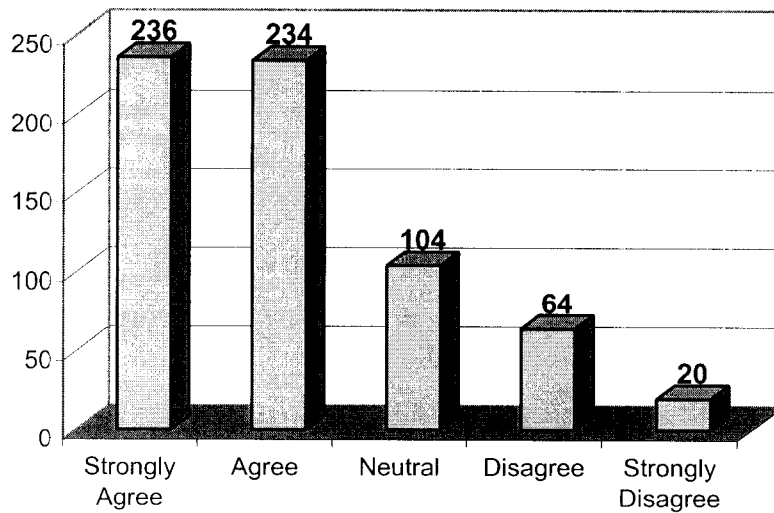
For questions 4,5, 7-9 and 11-14 an average response has been calculated by assigning the following level of agreement scale:

Response	Value
Strongly Agree	1
Agree	2
Neutral	3
Disagree	4
Strongly Disagree	5

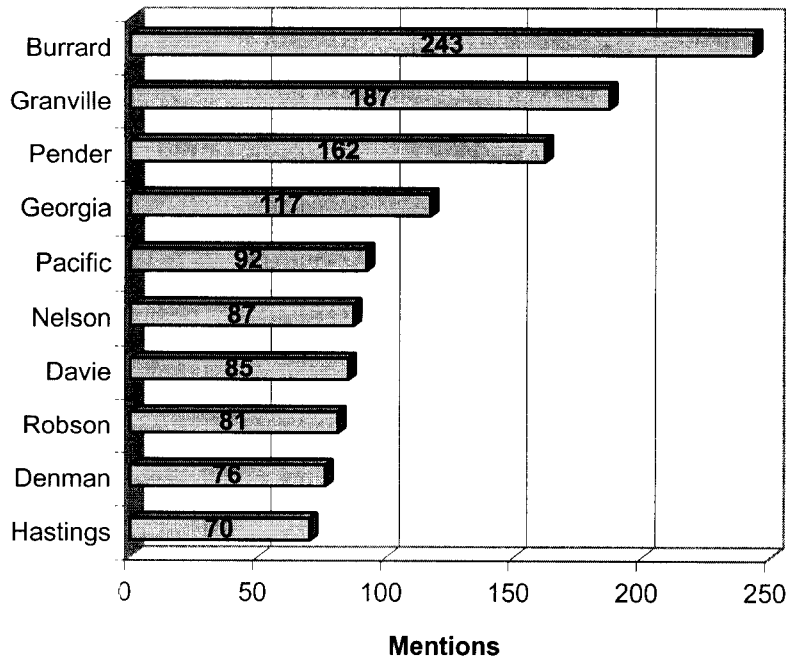
**4. The transit/pedestrian orientation of the Granville Mall should be maintained. (Avg: 1.81)**



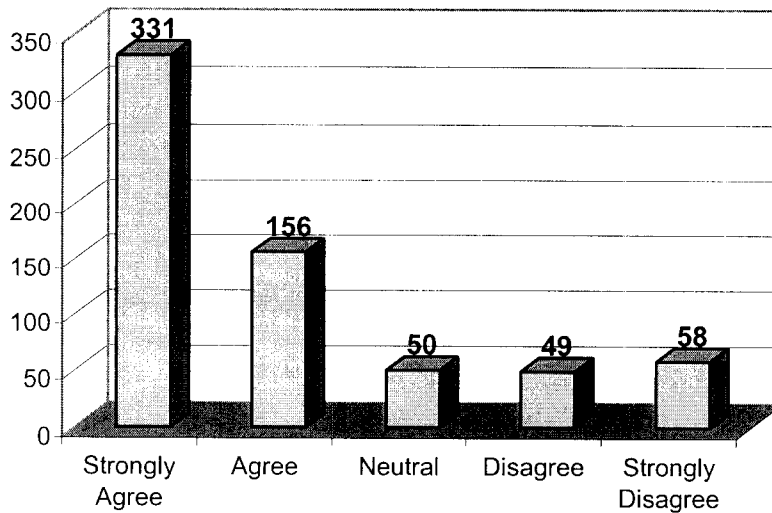
**5. Upgrading the amenities on the Granville Mall (such as lighting, bus shelters, litter receptacles, benches, etc.) should be a priority. (Avg: 2.09)**



**6. Top ten streets suggested to be part of a downtown cycling route network**

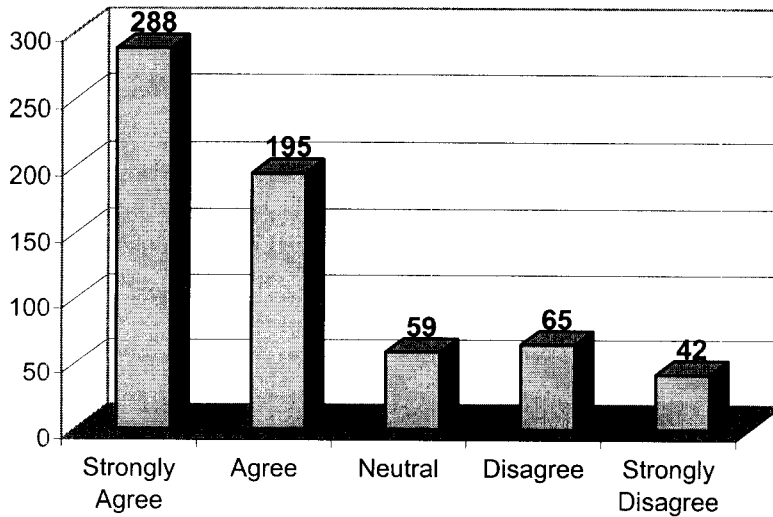


**7. Bike lanes should be created by removing a parking lane or a travel lane where there is a high demand for cycling and manageable impacts. (Avg: 1.99)**

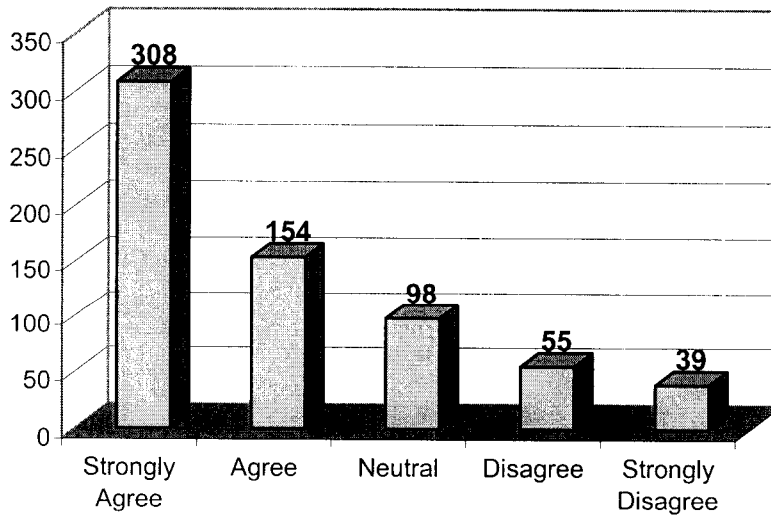




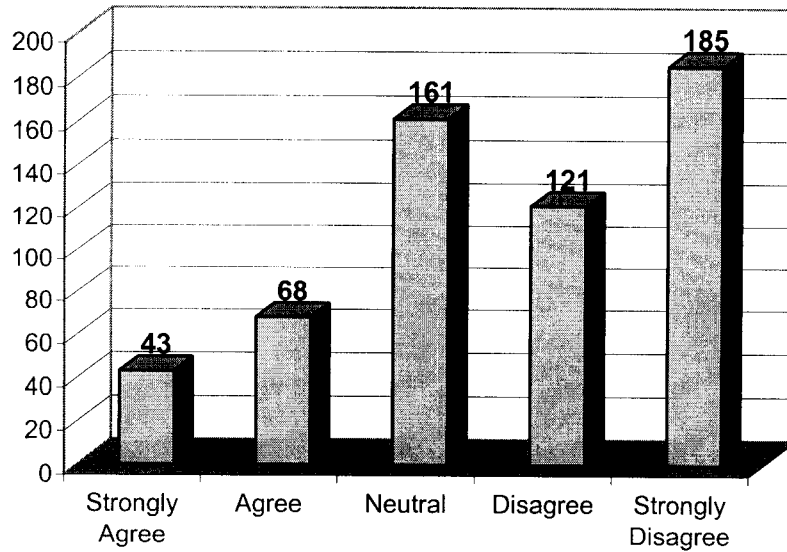
**8. Bus lanes should be created from existing road space on streets where travel time savings can be achieved. (Avg: 2.04)**



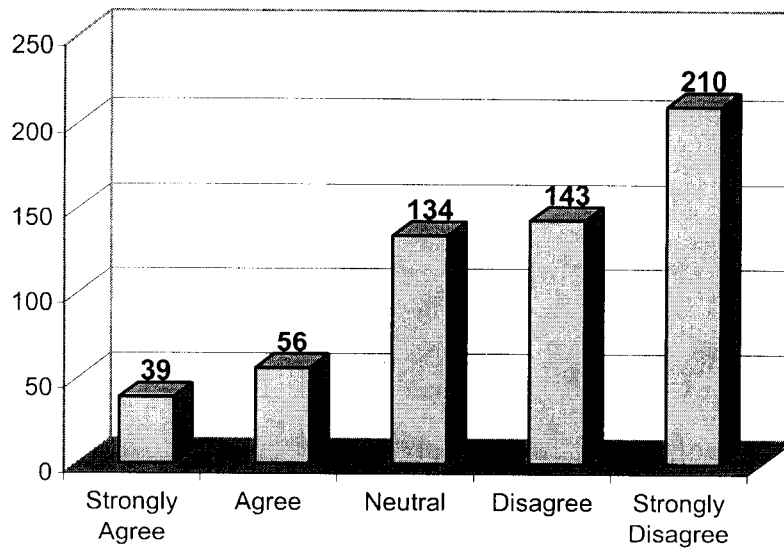
**9. The downtown (electric) trolleybus system should be expanded so that all local bus routes are operated with trolleybuses rather than diesel buses. (Avg: 2.03)**



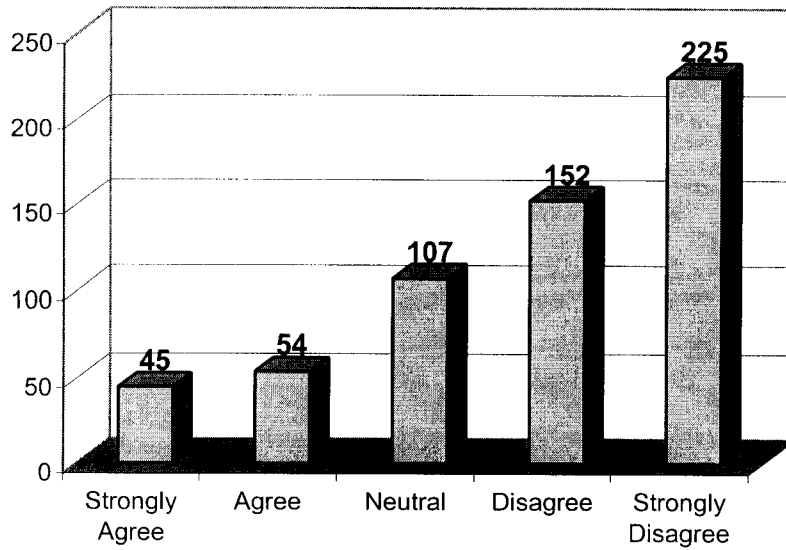
**11a. Beatty should be converted to a two-way street.**  
 (Avg: 3.58)



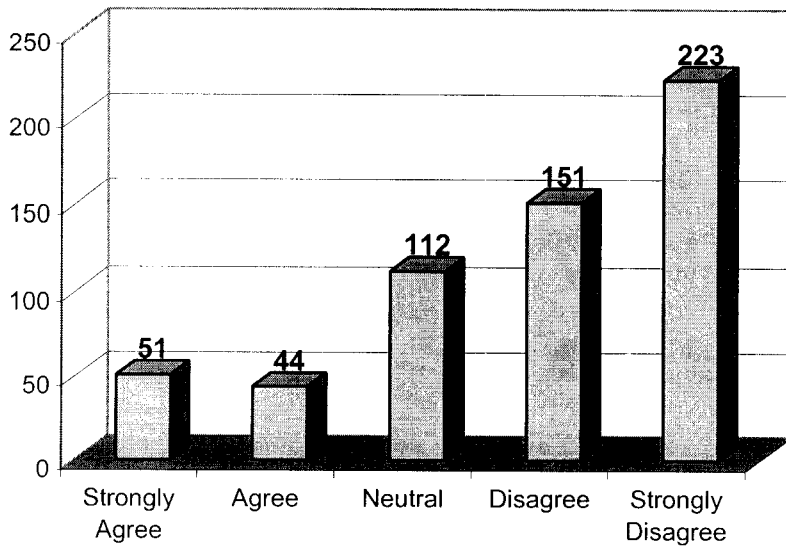
**11b. Homer should be converted to a two-way street.**  
 (Avg: 3.74)



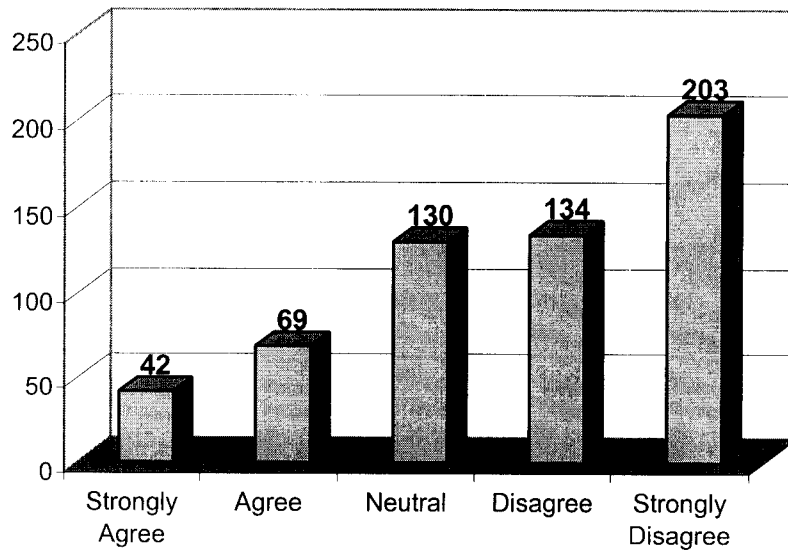
**11c. Richards should be converted to a two-way street.**  
 (Avg: 3.79)



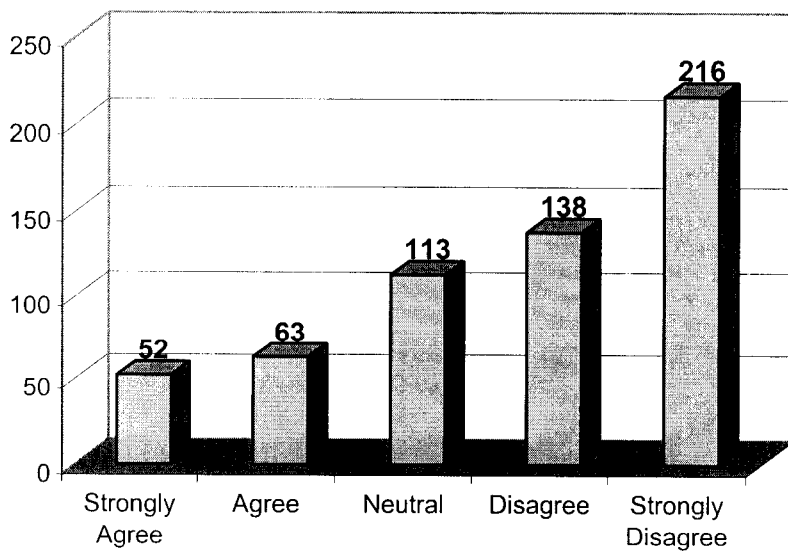
**11d. Thurlow should be converted to a two-way street.**  
 (Avg: 3.78)



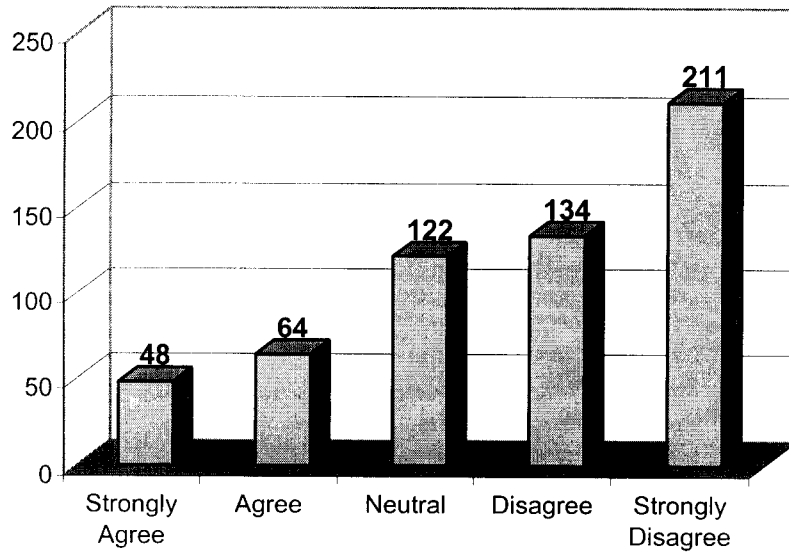
**11e. Cordova should be converted to a two-way street.  
(Avg: 3.67)**



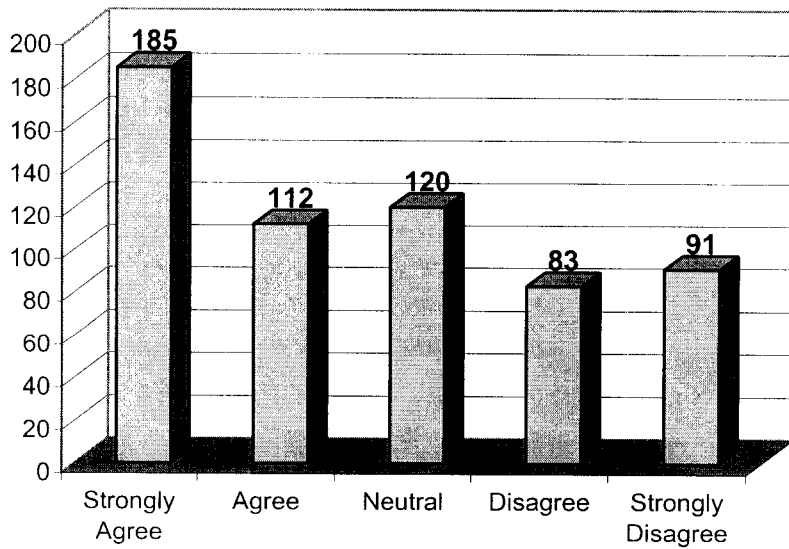
**11f. Water should be converted to a two-way street. (Avg: 3.69)**



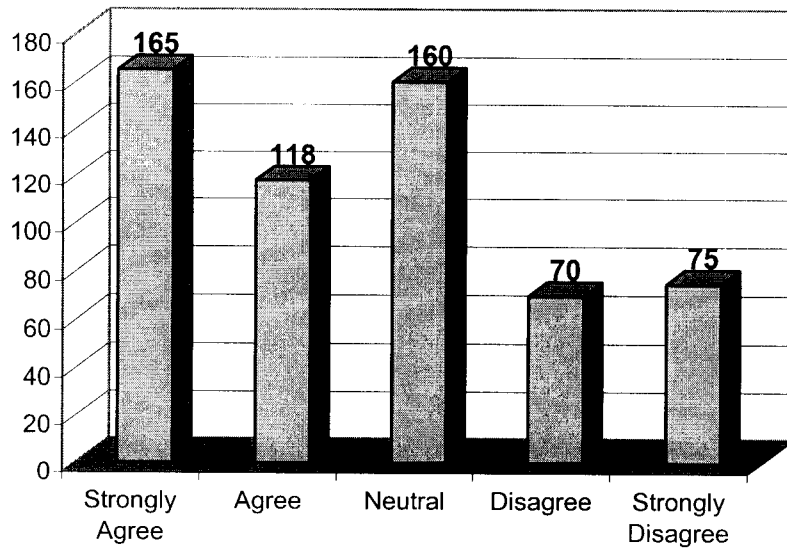
**11g. Pacific & Expo Boulevards should be converted to two-way streets. (Avg: 3.68)**



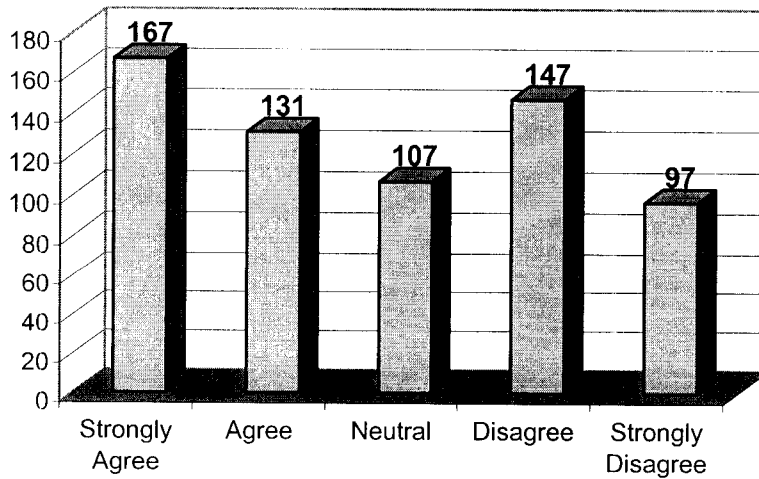
**12a. Pender should be converted to a one-way street. (Avg: 2.63)**



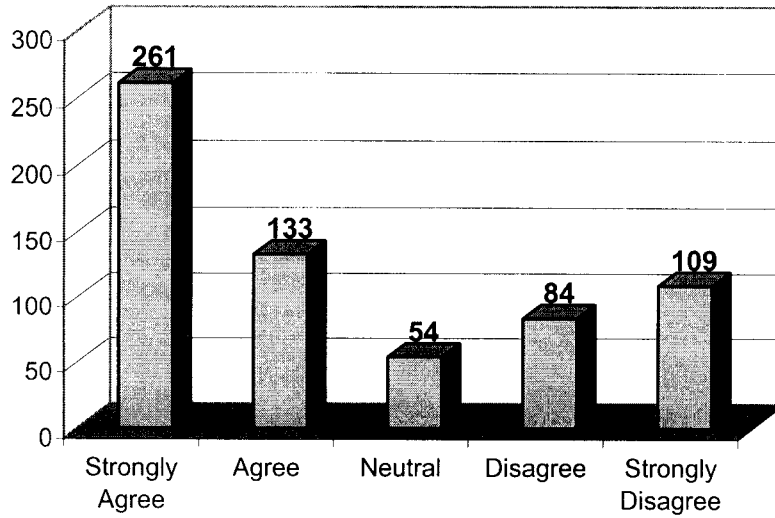
**12b. Hamilton should be converted to a one-way street.**  
 (Avg: 2.61)



**13. Currently, downtown traffic signals are coordinated for traffic to move at 50 km/h; however, this should be reduced (e.g. to 40 km/h or less) in order to provide increased comfort and safety.** (Avg: 2.81)

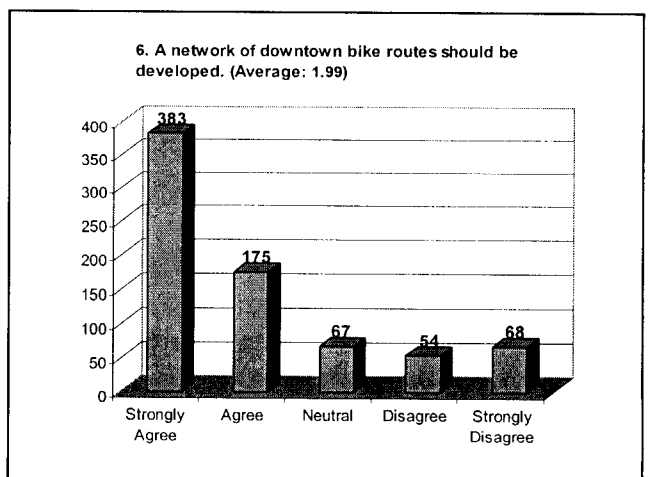
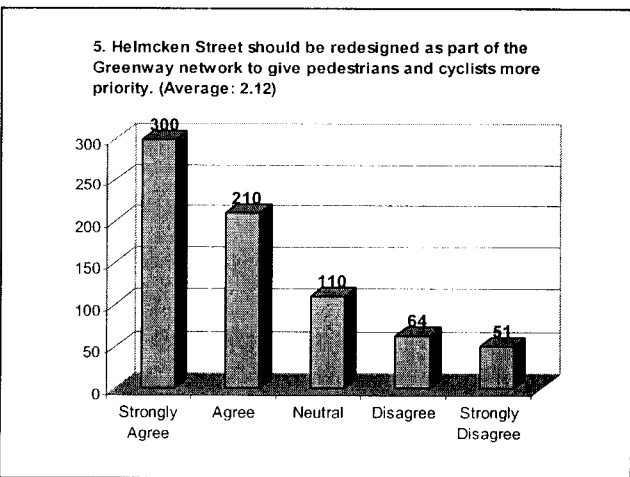
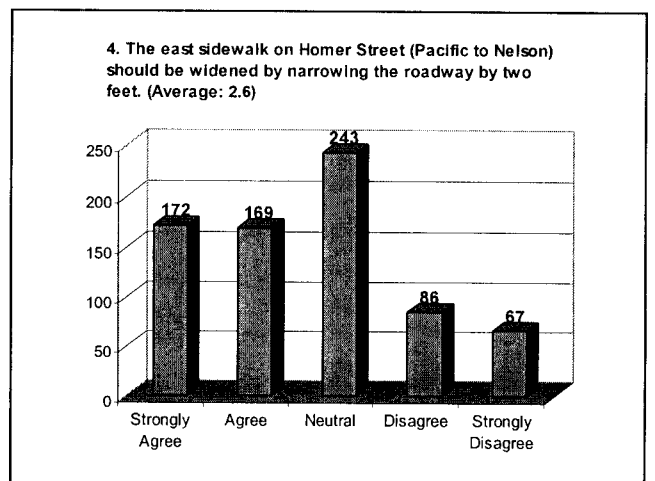
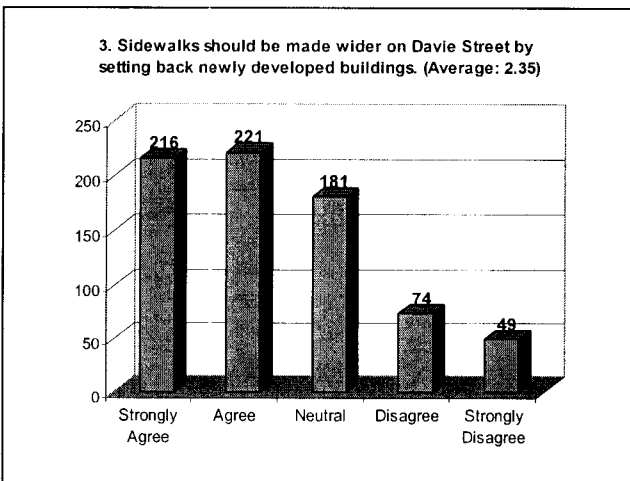
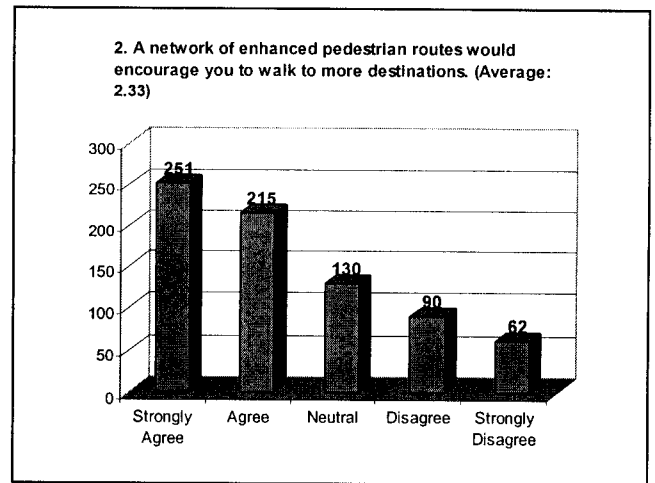
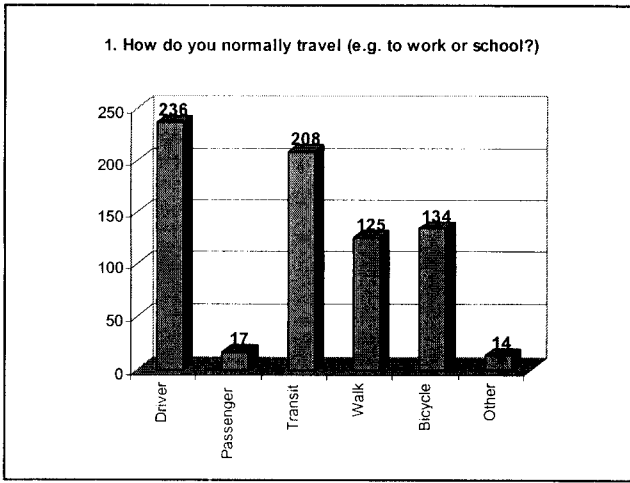


14. The commuter parking supply in downtown should be constrained to reduce congestion and encourage people to walk, bike, or take transit. (Avg: 2.45)

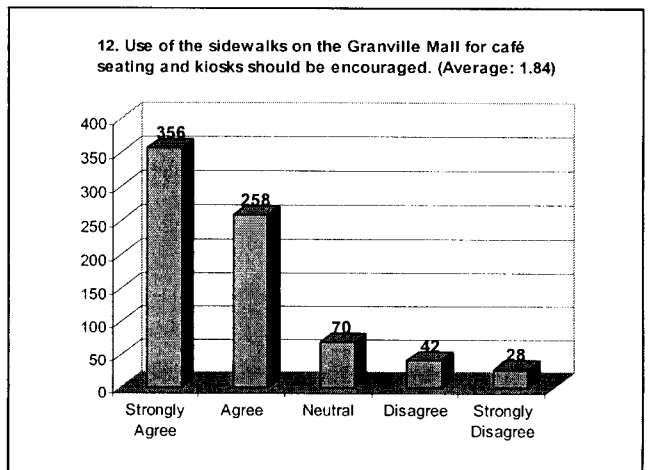
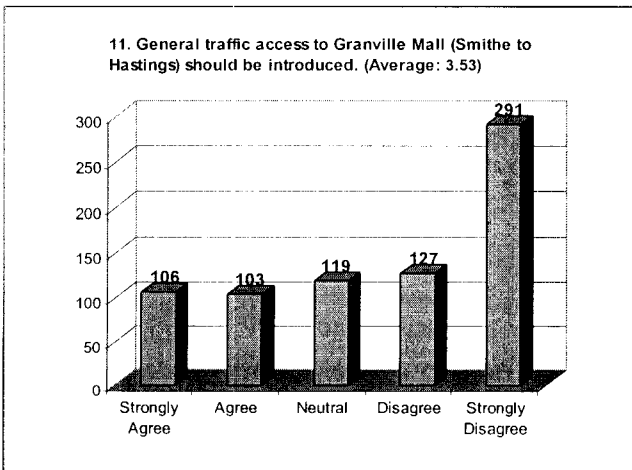
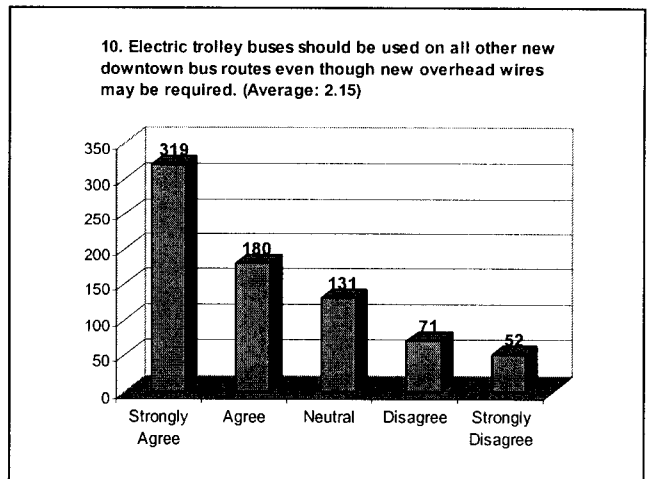
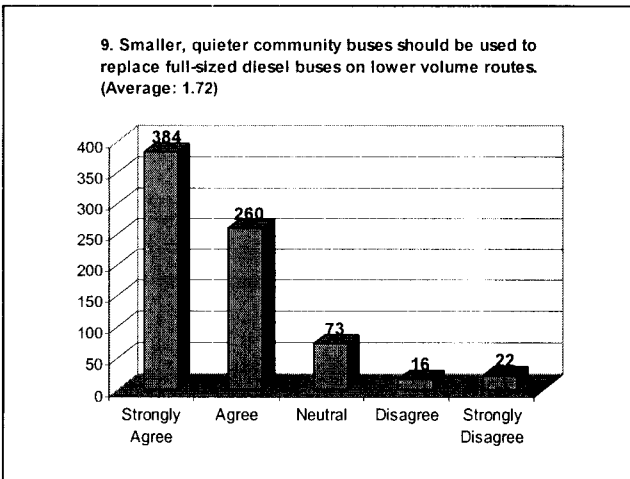
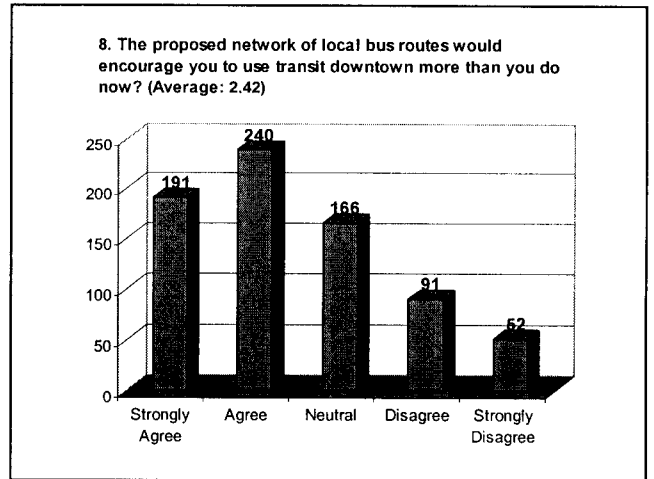
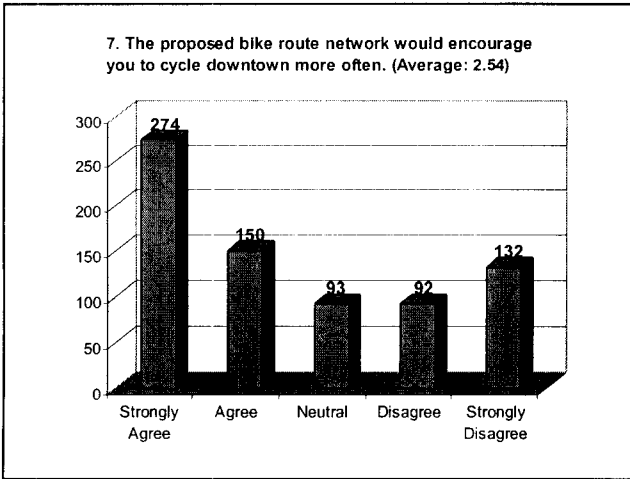


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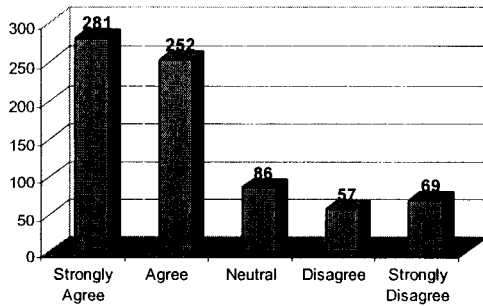
**Third Newsletter Questionnaire Fall / Winter 2001**  
**Final Summary of Quantitative Survey Responses**



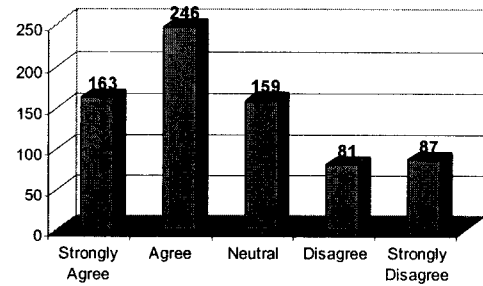




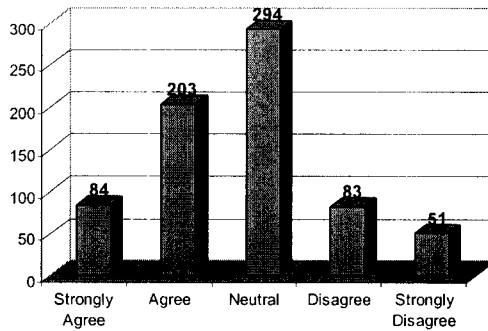
13. Corner bulges (sidewalk extensions) should be constructed at locations with full-time parking to shorten crosswalks, increase pedestrian space, and improve visibility. (Average: 2.17)



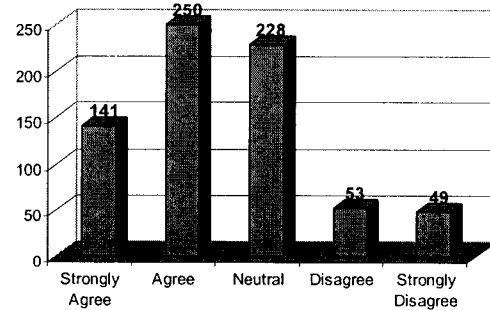
14. Pender Street (Howe to Cambie) should be converted from two-way to one-way operation to provide on-street parking/loading on the north curb and a dedicated eastbound bike lane, and reduce left-turn conflicts. (Average: 2.57)



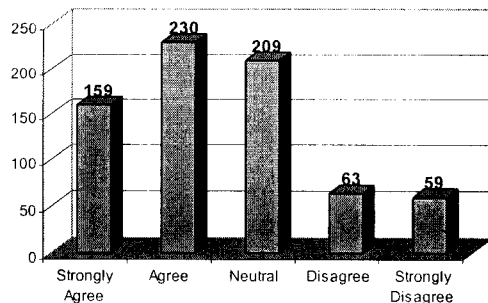
15. Abbott Street (Pender to Water) should be converted from one-way to two-way traffic operation to improve access and circulation. (Average: 2.74)



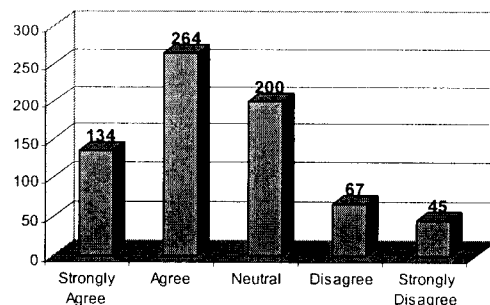
16. Carrall Street (Pender to Cordova) should be converted from one-way to two-way traffic operation to facilitate two-way bike lanes and improve access and circulation. (Average: 2.47)



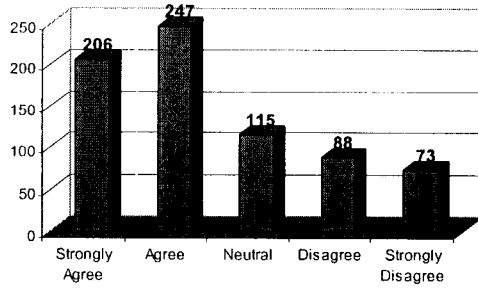
17. Beatty Street (Nelson to Pender) should be converted from one-way to two-way traffic operation to facilitate two-way bike lanes and improve access and circulation. (Average: 2.49)



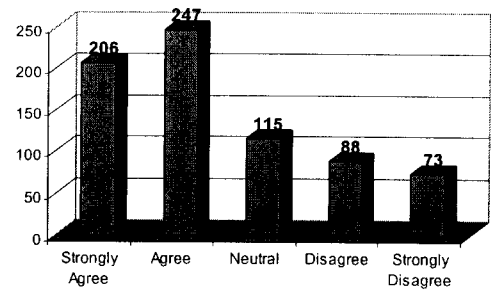
18. Cambie Street (Nelson to Water) should be converted from one-way to two-way traffic operation to permit two-way bus operation and improve access and circulation. (Average: 2.47)



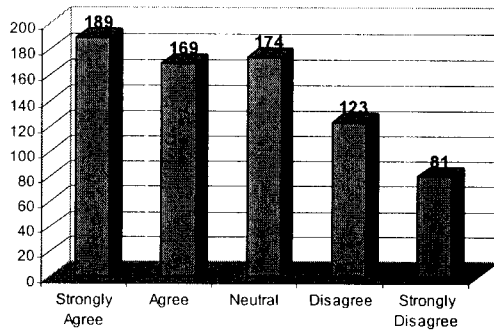
19. Granville Street (Drake to Nelson) should be converted from a six lane street to a five lane street to improve traffic operations and provide wider sidewalks (dependent on the future of Granville Mall). (Average: 2.42)



19. Granville Street (Drake to Nelson) should be converted from a six lane street to a five lane street to improve traffic operations and provide wider sidewalks (dependent on the future of Granville Mall). (Average: 2.42)



21. Downtown parking restrictions in the afternoon rush hour should be increased from 3-6 p.m. to 3-6:30 p.m. (Average: 2.64)



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